

REPORT



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

DATE: January 21, 2004

TO: Transportation & Communications Committee

FROM: Al Bowser, Senior Regional Transportation Planner
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SUBJECT: Draft 2004 Regional Transportation Plan (RTP) – I-710 Corridor – Issues Matrix Item

EXECUTIVE DIRECTOR'S APPROVAL:

A handwritten signature in dark ink, appearing to read "Mark R. ...", written over a horizontal line.

RECOMMENDED ACTION: The Highway & Finance Task Force, at its January 21, 2004 meeting approved the following four-part recommendation for consideration of the I-710 Transportation Corridor (SR-60 to Port of Long Beach) improvements to be included in the 2004 RTP:

1. Recognize the I-710 Transportation Corridor (SR-60 to the Port of Long Beach) as a Regionally Significant Transportation Corridor as identified in the adopted Statement of Purpose and Need of the I-710 Major Corridor Study (MCS); and,
2. While additional work is in progress to identify feasible improvements in the corridor, the 2004 Regional Transportation Plan identifies existing commitments to reconstruct the General Desmond Bridge and the need to provide the equivalent of 2-lanes of additional capacity in each direction to move goods and people throughout the corridor; and,
3. It is anticipated that a Locally Preferred Strategy (LPS), based upon the I-710 MCS (Alternative B-TSM/TDM) and a hybrid of the MCA Alternatives C, D & E will be adopted by the I-710 MCS Oversight Policy Committee, with the concurrence of LACMTA, Caltrans, SCAG and FHWA, SCAG will consider amendment to the 2004 RTP to include improvements as recommended, conditioned upon community acceptance, available funding, and regional air quality conformity requirements.
4. The 2004 RTP anticipates that additional public funding and/or innovative funding may be needed to fully fund the LPS.

SUMMARY:

The Highway & Transportation Finance Task Force met on Wednesday, January 21, 2004 and discussed four alternative recommended actions in order to make a selection for the 2004 RTP. At the meeting, SCAG staff proposed a fifth alternative for discussion that resulted in the recommended action. The H&F TF heard reports from LACMTA, Gateway Cities COG, Caltrans and SCAG staff. The adopted 2001 Regional Transportation Plan includes a truck lane study project for the I-710 Transportation Corridor (SR-60 to Port of Long Beach) that needs to identify the feasibility of project implementation. The Draft 2004 Regional Transportation Plan includes a proposal to designate the I-710 Transportation Corridor (SR-60 to Port of Long Beach) in the 2004 RTP as a transportation corridor to receive a user-fee backed capacity enhancement by 2030. This project would be paid for by user tolls generated by the project.

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BACKGROUND:

The I-710 Corridor from SR-60 to the Port of Long Beach has been the subject of a Regionally Significant Transportation Investment Study (RSTIS) process during the past 3 years, led by LACMTA and guided by an Oversight Policy Committee and Technical Advisory Committee provided for in an inter-agency Memorandum of Understanding. Currently an inclusive community outreach process along the corridor is reviewing potential improvement alternatives and has identified March 2004 as a target date to select a locally preferred improvement strategy. The originally proposed alternatives require significant right of way takings and engendered widespread community discussion, and opposition from many neighborhoods potentially affected by the widening.

The Gateway Cities Council of Governments in concert with LACMTA and in response to the areas potentially impacted within the corridor, instituted a two-tiered Citizens Advisory Committee (CAC) outreach process to advise the I-710 TAC and OPC and relevant public agencies with additional public input. The goal of the outreach process is to review, comment, and to reach a consensus if appropriate on a Locally Preferred Strategy for improving the I-710 Corridor.

In addition to the recommended action, the Highway & Finance Task Force considered the following alternative recommendations:

1. Consistent with currently on-going studies, recommend that inclusion of improvements to the I-710 Transportation Corridor (SR-60 to Port of Long Beach) in the 2004 Regional Transportation Plan be limited to further study and refinement of improvement alternatives.
2. Consistent with the adopted 2001 RTP, designate the I-710 Transportation Corridor (SR-60 to Port of Long Beach) as a Regionally Significant Transportation Improvement Study Project calling for the identification and adoption of a locally preferred improvement strategy to be implemented in 2030 as a future amendment to the 2004 RTP or as a submittal to the 2007 RTP.
3. Consistent with the draft 2004 RTP, designate the I-710 Transportation Corridor (SR-60 to Port of Long Beach) in the 2004 RTP to receive a user-fee backed capacity enhancement by 2030.
4. Recommend interim freeway and arterial System Management (TSM) and/or transit options identified and approved by the I-710 Major Corridor Study Policy Oversight Committee as part of the extended Community Outreach Process for all portions of the I-710 study corridor; and recommend continued study of long-term north-south travel needs in the Gateway Cities subregion.

FISCAL IMPACT: None.

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